

THE RAILWAY INTEREST.

Annual Report of the Government Commissioner.

Condition of the Various Pacific Lines on the Thirtieth of June.

A General Improvement in Business and a Satisfactory Management.

The State of the Sinking Funds—Several Important Suggestions.

The annual report of the commissioner of railways for the fiscal year ending June 30, 1882, has just been completed. The commissioner says: "As a rule the accounts of the roads are kept in a thoroughly comprehensive and business-like manner. Properly authorized members of the bureau, in conformity with the law, have made extensive trips this year to inspect the vast properties of the numerous bonded and land grant railways coming within its jurisdiction."

A decidedly healthy improvement in construction, operation, and business has been manifested. Steel rails are being substituted for iron as rapidly as practicable. More ties to the mile and of superior quality, better fastenings, and improved ballast are being used. Bridges and buildings are not only being repaired and renewed, but generally improved or replaced by better ones.

Embankments and cuts are being widened, and curvatures and grades are being improved as far as practicable. The best pattern, as to service, of locomotives is being used, and improved passenger and freight cars purchased or built. Where the financial condition of the companies admit of it, new machinery of the most improved kind is being obtained; shops, round-houses, station buildings, section and tool-houses are being constructed of a much improved and superior character. The unprecedented construction of railways during the present year deserves very thoughtful consideration. The Pacific companies are rapidly extending their lines, some through sections of country which are and will remain for years to come of little value, but which extensions are for the most part necessary, and secure the trade of rapidly-developing sections, or to make through connections with important distributing points which will ultimately be of great value to the main lines.

REPAYMENT OF INTEREST.

The report shows the amount of money applicable to "repayment of interest," five per cent of net earnings, and sinking fund requirements derived from transportation receipts to be \$18,804,014.67.

The total cash payments to December 31, 1881, which have been required from the companies, in addition to the payment of the interest on the bonds, are as follows:

Central Pacific.....\$1,282,264.44

Central Branch Union Pacific.....1,933.77

Union Pacific.....901,857.03

Total.....2,186,055.24

The Central Pacific railroad company has deposited the above amount of \$1,282,264.44 in the treasury, but the balance of \$901,857.03, due from the Union Pacific, which owns and operates the Kansas Pacific railway as one of its divisions, has not been finally adjusted, owing to items for new construction and new equipments being in dispute.

DUE TO THE GOVERNMENT.

The total indebtedness of the several subsidized Pacific railways to the United States on June 30, 1882, was as follows:

Union Pacific.....\$3,220,512.69

Accrued interest.....20,989,988.14

Total.....\$24,210,500.83

Central Pacific.....\$27,855,680.00

Accrued interest.....24,288,103.81

Total.....\$52,143,783.84

Sioux City and Pacific.....\$1,428,520.00

Accrued interest.....1,447.89

Total.....\$1,430,000.00

Central Branch Union Pacific.....\$1,000,000.00

Accrued interest.....1,001,808.26

Total.....\$2,001,808.26

Total.....\$59,686,092.93

Balance in favor of the United States, but not due until maturity of the principal, 1890, 1899.....103,314,786.25

SINKING FUND INVESTMENTS.

In treating of the sinking fund investments (which amounted on June 30 last to \$2,710,221.08), the commissioner says that it was not foreseen at the date of passage of the act that the premium on United States bonds would rise to the extent of the interest on the bonds. The last investment was made April 6, 1881, at a premium as high as 35 per cent, and on June 30 last there remained uninvested \$935,328.52, which amount has since been largely increased. The fund has evidently not accomplished the result anticipated, and since April, 1881, may be regarded as having practically failed for want of suitable investment. In view of the low rate of interest returned on the investments made by the secretary of the treasury, the commissioner says:

"I deem it my duty to recommend that section 3 of the act of May 7, 1878, be so amended as to authorize the secretary of the treasury to invest the sinking funds in the first mortgage bonds of the companies, or such bonds as have been issued to them by the United States, or in other good and sufficient securities, and to convert the bonds held by the treasurer of the United States in said sinking funds into money at the market rates and reinvest the same in like securities."

"As many doubts have been expressed as to the ability of the companies to meet their indebtedness at maturity, and as to the efficiency of the provisions for a sinking fund, I deem it proper to suggest whether it may not be practicable and highly desirable, with the consent of the companies, to change the form of their indebtedness from a running bond account into a settlement and actual delivery of interest-bearing bonds for the amount found to be due on a convenient day, say July 1, 1883, at which time one-half of the principal will have been paid by the United States. Let the ascertained amount be divided into say one hundred semi-annual installments, each to be represented by a redemption bond, one payable each six months, together with interest upon the whole unpaid remainder of the debt, the lien to remain as it is."

"With a view to devise the best possible security for the advances made by the government, I have ventured to make the suggestions:—

"First—That if the sinking fund is to be continued, the discretion of the secretary of the treasury should be enlarged as to the investments of the fund.

"Second—That congress consider the practicability of committing the present book-account indebtedness for securities having the same lien and of fixed amount and payable at fixed periods."

CONTROL OF RAILWAYS.

Upon the topic of railway rates, which is treated at length, the report says:

"The adjustment of railway rates is one of the most difficult and delicate questions of modern times, and it is especially complicated in the United States, where every trunk line runs through several states, each independent within its own jurisdiction and jealous of all interference by the general government. The enormous extent of this interest and the rapidity of its growth, both in the increase of mileage and tonnage, demands that its relations to the public shall be under some judicious legal control. What it shall be, and to what extent, are questions upon which the most experienced experts differ, and as to which there is much popular misapprehension."

It is estimated by Mr. Henry V. Poor that there are now in the United States not less than 104,513 miles of railway, which, at the low estimate of \$25,000 per mile, has cost over \$2,612,825,000. They have transported within the last year 350,000,000 tons, of an estimated value of \$12,000,000,000. Their gross receipts were \$725,325,119. They paid for wages and material, \$449,065,071, for interest

on funded debts, \$128,887,002; for dividends, \$3,344,200. They employed in operating the roads 1,800,000 persons, besides 400,000 in construction, or a total of 2,200,000 employees, or about one-fifth of the population. The power of congress over the whole subject can hardly be questioned. The supreme court of Illinois concedes it, and the decisions of the supreme court of the United States seem to render it incontestable. The universal use and dependence of all interstate commerce upon railroads give constant rise to new questions under new conditions, which only experience can properly solve. It would seem that true wisdom would hasten slowly in dealing with this great problem, seeking the fullest information as the only true basis for wise legislation. The solution must lie in the just application of the laws of trade and commerce, with such authoritative regulation by law as will hold abuses in check, and this power can be derived only from federal law of universal application. I have felt it to be my duty to call attention to this subject, although I have not thought it appropriate to discuss the question in detail.

I therefore respectfully recommend that a commission be appointed to take into consideration the whole question, and report to congress the facts necessary to intelligent and efficient action upon the subject."

The commissioner next speaks of the unnecessary and dangerous dissimilarity of railway signals, and recommends the adoption of a uniform system, and this subject occupies the remainder of the report, which concludes with a commendation of the general efficiency of the employees in the office.

Gospel Temperance Meeting.

The Woman's Christian Temperance Union held a grand meeting in Masonic hall yesterday at 3 p. m. Mrs. Roach, the president, conducted the service, and after prayer by Mrs. Cohen and a short scripture reading, introduced Rev. George E. Hite, of Wheeling, W. Va., who made a most eloquent and stirring address, telling of the great magnitude of the temperance question and its constant agitation in his state, and gave cheering words in reference to the probability of the submission of prohibition "as an amendment to the state constitution" at the winter session of the state legislature. The effective prayers of the women of Annapolis on election day in Maryland was the theme of an earnest, soul-stirring talk by Mr. Lee.

Theatre Comique.

Manager Shelby announces an extraordinary sensation this week in the persons of Prof. C. M. and J. E. Kennedy, whose reputations as mesmerists and psychologists are said to be world wide. These gentlemen are for the first time in the city, and will no doubt induce the attendance of those interested in the subjects of which they are experts. In addition to these there will be seen Beane and Gilday, sketch artists; the Parker sisters, the beautiful duo of song and dance; the Quaker City quartette; and the Nae Nae dancers. With such an array of talent it is but reasonable to suppose that the Comique will be crowded each night during the entire week, but it will be the usual Tuesday, Thursday, and Friday matinees.

Garfield Fair Echoes.

The exact amount realized at the Garfield fair has not yet been ascertained, and it will probably be some time before a final settlement will be reached. The clerks in the general land office who subscribed \$282.40 to secure the water offered for the most popular chief of bureau at the Garfield fair are in quite a state of excitement because no watch is forthcoming. The Lancaster watch company took umbrage because they were omitted from the official catalogue and wouldn't give any watch. Col. Corbin agreed to get a watch from Tiffany or Galt, but at last accounts no watch had been heard from.

Dr. Hall's Lecture.

The lecture of Rev. John Hall, of New York city, to-morrow evening at the Congregational church on "The Scriptures and the Sciences," was yesterday morning commended to many congregations by their several pastors. The people of Washington were so high an appreciation of the wisdom and character of Dr. Hall that they were glad to hear him upon a topic that grows in interest daily. Tickets for the course of six lectures will be on sale at Free's bookstore until 6 o'clock to-morrow, seats being reserved for the lecture on the subject of the single lecture of Dr. Hall are also now on sale there.

Dunaway Reform Club.

A large and intelligent audience assembled in Old Hall last evening, on the occasion of the usual Sunday meeting of this club, the president of the club, Mr. C. M. Nye, in the chair. Addresses were delivered by C. M. Nye, Bud Eggleston, Mr. Nugent, president of a reform club of Pittsburg, and William Boyd, Prof. C. C. Burlew had charge of the musical part of the exercises, assisted by Mrs. Day, William Watson, H. G. Ish, M. A. Swingle, and C. E. Hodgkin.

A Prolific Policeman.

Lieut. Kelly, of the seventh precinct station, wore a smile of considerable expanse on his kindly face yesterday, and inquiry revealed the fact that No. 14 had arrived—a bouncing girl of twelve pounds avoirdupois. Mother and child are both doing well.

She Broke Her Leg.

About 6:30 yesterday morning an old white woman named Mary Gleason, aged 60 years, fell on the sidewalk on I street, between North Capitol and First streets, and broke her right leg. She was carried to Providence hospital in the police ambulance.

The Washington Monument.

When the weather moderates sufficiently to enable the men to work eight feet more of the shaft (four sources) to be added to the Washington monument before housing over the shaft for the winter. The shaft is now 334 feet in height from the base.

A Man Falls in a Fit.

About 10 o'clock yesterday morning John Ansley, a white man, fell in a fit near the patent office. Sergeant Heffner and Officer Jones took him to the emergency hospital, where Dr. Markriter gave the necessary medical attention.

A Row in the County.

About 8 a. m. Saturday an altercation took place between two colored men, named James Johnson and Martin Brown, on Columbia road, in the county. Johnson fired three shots at Brown, but none of them took effect. Both of them were arrested.

WEST WASHINGTON.

Street lamps will be lighted to-night at 5:10 and extinguished at 5:15 a. m.

High tide Monday, December 11: 8:00 a. m. and 8:20 p. m.

About 2 o'clock Sunday morning a burglar entered the house of Mr. Patrick Callahan, living at 1530 Thirtieth street, by forcing open a rear window of the basement, and made his way to the bed-room of a son of Mr. Callahan in the third story, who, being awakened by his movements in the room, gave an alarm, frightening off the burglar, who in his haste to escape, lost his hat and shoe outside of the window through which he had entered. Nothing was missed from the house.

Eliza McLaughlin, white, 43 years old, living at 3238 N street, was sent to the hospital yesterday through the sanitary office of the Metropolitan police.

The pulpit of St. John's church was filled yesterday by Rev. John H. Chew, in the absence of the pastor, Dr. Lindsay, caused by a slight indisposition.

Notwithstanding the inclement state of the weather, the attendance yesterday at the meeting of the Women's Evangelical Temperance association was quite large, and the services were of a highly interesting nature.

Mr. Frank Baden left last night for Dayton, Ohio, to accept a position at that place in the Mutual Union telegraph office.

To steal an umbrella is at last a crime. But if a man steals a bottle of Dr. Bull's Cough Syrup to cure his cough, can it be called a crime?

THE WEEK'S WORK.

The House and Senate Programmes for the Next Six Days.

Evidences of Industries Intentions That Surprise the Old-Timers.

The session of the house to-day, after the usual call of states for the introduction of bills, will be devoted to business of the District under the rule which assigns the second and fourth Mondays of each month for that purpose.

There are two conflicting "special orders" for Tuesday's session—the bill to provide for the construction of a congressional library building, which came over from last Tuesday, and the bill reported Saturday by Mr. Kasson, from the committee on civil-service reform. Both of these measures are set down for consideration "after the morning hour of Tuesday, and from day to day thereafter, until disposed of, subject only to revenue and appropriation bills."

The library bill, if given the precedence, to which it is entitled by priority of assignment, will undoubtedly be disposed of during the day's session; but the civil-service bill, whenever reached, may be expected to give rise to a long debate and will probably be laid aside for a few days, in order to admit of prompt action on appropriation bills as fast as they are prepared.

The postal appropriation bill is to be reported to-day, and the committee now talk of closing it up for action Wednesday, and say they will report the military academy and fortification bills before the close of the week.

Wednesday has been assigned for the consideration of sundry bills reported from the ways and means committee relating to the administration of the customs and excise laws; but as this assignment is supplemented by a continuing order applicable to any other day thereafter, they will probably not be pressed.

The committee in charge of the civil-service bill expect to secure the floor some time on Tuesday, and, in case they are successful, the remainder of the week will be devoted to its discussion, interspersed with action on one or more of the appropriation bills.

The senate, in the morning hour, will have the political-assessment resolution as unfinished business; but there is no prospect of any action on it, as the early adjournment of the bankruptcy bill comes up as the regular order.

The senate has agreed to take a final vote upon this measure before adjourning to-day. The contest between the advocates of the judiciary committee's bill and the supporters of the "Lowell" substitute is so stoutly maintained and the number of senators who question the desirability of any national facilities for the construction of railroads is considerable that there seems to be a strong probability that the whole matter will be disposed of to-day by an indefinite postponement.

The argument for the defeat of both of the pending measures is strengthened by a current agreement that it will be impossible during the present short session to obtain action on this subject in the house. The programme for the closing of the week in the senate was not uncertain.

Mr. Pendleton has given notice of his intention to call up the civil-service bill as soon as the bankruptcy question shall have been disposed of, and the probabilities favor the success of his motion; but Mr. Sewell has also announced a determination to endeavor to bring the Fitz-John Porter bill before the senate as early a date as possible; and the senate managers are not disposed to let the success of his motion go without a struggle. It has been decided to brush aside any and all other business in the senate with the Indian appropriation bill, and others of the regular annual series will quickly follow.

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CONSIDERED IN COURT.

Suits Begun or Tried in the Local Courts—The Record.

DISSOLUTION OF PARTNERSHIP. In the equity court Saturday a bill was filed by Messrs. Quinn, Hart & R. H. Ginnip, complaining that the partnership of Quinn, Ginnip, Day & Co., dry-goods merchants, No. 250 Seventh street northwest, praying for an account, injunction, and the appointment of a receiver to settle up the business. The complaint charges that the partnership was formed, but that Day has neglected the interests of the business; that he has been continuously absent from his place when he was most needed, and that his action is a hindrance to the business. It was agreed that a motion for the appointment of a receiver should be made on the 15th inst. Hagner passed an order fixing the argument on the injunction to be heard to-day.

DAMAGES.

In the circuit court Saturday the case of Asa P. Kilgus against S. S. Blackford—an action for \$10,000 damages for destruction of a building—came up before Judge MacArthur. The plaintiff sues for damages sustained by reason of the defendant having made certain statements and written letters which led to the plaintiff being named as a partner in a building. The defendant denied the statements and letters, and the case was set for trial on the 15th inst.

NEW SUITS.

On Saturday B. J. Darnelle filed a bill for divorce for Kate E. Cole from William H. Cole. The wife complains that the husband is a drunkard, and the plaintiff charges the defendant with being guilty of gross acts of cruelty, committing adultery, drunkenness, desertion, and non-support. She asks to be allowed to have possession of the children, and to be awarded alimony. Lena Brown has entered suit on the law side of the court against Belva A. Lockwood to recover the sum of \$255.73. She alleges that the money was given to the defendant to pay the cost of a note held by Maria C. Page, and that she failed to pay it to her.

GENERAL NOTES.

The will of William Williams has been filed with the register. He bequeathes his entire estate, real and personal, to his wife, Lucinda Williams.

In order to provide more accommodations for spectators in the criminal court room during the progress of the star-route trial, the criminal dock has been removed. Two additional platforms have been erected for the benefit of the public.

THE RECORD.

Circuit Court—Justice MacArthur—Brown vs. Chapman; demurrer sustained. Truett vs. Shilbirt; same action. United States ex rel. Winslow vs. Johnson; demurrer to defendant's answer sustained. United States ex rel. Winslow vs. Johnson; bill of exceptions signed. Hanson vs. Hanson; Brown vs. Lucas; causes consolidated. Waters vs. Hutchins; judgment by default.

Court in Bank—The Chief Justice, Justice Cox and Justice—Assignment for to-day—Nos. 47, 48, 49, 50.

Equity Court—Justice Hagner—Davis vs. Distner; relaxation of costs ordered. Downman vs. Kelly; petition dismissed and sale confirmed. Bondall vs. Reed; trustees directed to accept compromise. Gump vs. Day; hearing of injunction fixed for Monday. Adjourned until to-day.

"Good Words for a Neighbor."

A provoking accident in the press-room of our four-page neighbor on yesterday morning caused the remarkable disappearance of one of its inside pages, which every one of its eight-page constituents must have noticed. It seems that one of the pressmen had carelessly left his lunch basket on the press where it was entirely overlooked during the hurry and excitement of getting the plates in position, and there it remained until the entire edition was run off. The missing page was not even suspected until the machinery was in motion. Most unfortunately it was ground between the rollers in the exact place where it had been intended to insert a magnificent editorial concerning the war in Cuba. An effort was made to stop this means demoralized the press, but it was in a particularly ugly humor, and refused to "let up" for an instant until the entire edition was worked off. This is probably one of the most remarkable accidents ever known in a newspaper office, and it is hoped will

satisfactorily account for the missing page expression which nobody ever saw before in the great orator's enunciation. This explanation should lead Col. Ingersoll to reconsider his intention to bring an action for damages against the four-page concern.

THE COST OF NEW ROADS.

What the Building of the "Nickel Plate" Has Demonstrated.

A few words more about the Nickel Plate will be in order here. If there be one thing more than another which the building of this line has demonstrated, it is the utter fallacy of the idea that parallel roads can be built to the old-established lines at one-half their present capitalization. The thing cannot be done. It is doubtful if these old roads, with all their hatched capital, could supply the road to-day for anything less than nine-tenths of their bond and stock debt. It costs about as much to build a new or locomotive now as ever it did, so that little or nothing can be saved on the common item of the new road's equipment. That cost, therefore, is the same for the new and the old road. But the difference in favor of the old road when it comes to right of way and damages is enormous. The rise in the value of land makes it impossible for the new road to get the ground to lay its rails upon, and, above all, to build its stations, at anything like the figure the old road paid. Being first on the ground, the old road bought property at the low price which real estate sold before the advent of a railroad caused it to rise in value; and the growth of population has been steadily augmenting the value of the old road twenty or twenty-five years ago might have bought its land by the acre; the new road coming in to-day would have to buy it by the foot, for where were now scattered farm-houses and small villages, villages have grown to towns, towns to cities, and cities have doubled and quadrupled in population. In one small town in Ohio, through which an old road passes, the Nickel Plate builders have been told that they must pay \$100,000 for lands which the old road had bought when the town was represented by a blacksmith's shop and a grocery store. It may be said that the Nickel Plate has been built from Buffalo to Chicago, and that the Lake Shore has paid \$100,000,000 of bonds and \$50,000,000 of stock, while the Lake Shore has the same amount of stock and a bonded debt of \$40,000,000. These figures in themselves would seem to show that the Nickel Plate is not so costly as the Lake Shore, but when you inquire what each corporation has got for its money. Between the equipment of the Lake Shore road and the Nickel Plate there is no comparison. The latter would have to spend several millions more to equal that of the Lake Shore, but more than this are the terminal facilities. These are the costly necessities. A road with good old-fashioned facilities, such as better, better, cheaper and more expeditiously than another with poor ones. Terminal facilities are the important things in these days, and their cost is enormous. A road may be built, we will admit, for \$100,000 between two cities, but when it comes to getting the ground for terminal facilities in them the addition of two million more, perhaps a sum in excess of this, may have to be made to the cost of the road, but when it is added to its total mileage, The Nickel Plate road has no terminal facilities in Buffalo or Chicago. The Lake Shore has them in both, of a value millions of dollars better than the Nickel Plate has. The latter road, with its bridges, sidings and feeders, will have a value of over eleven hundred miles. The Nickel Plate has a straight line, and no more, of 521 miles. Nothing but the shrewdness of its builders selecting a geographical position for the line where it would be an asset for several large corporations to acquire it, brought them to a successful end with their enterprise. As it was, the financial resources of the syndicate, great as they were, were put to severe strain, and the general impression in Wall street is that they had too narrow an escape to make them very ready to embark in another such venture. Talk about paralleling old roads, the West Shore road, which was started years ago as a rival to the New York Central, has been on the verge of utter collapse. Fortunately for its promoters, they have succeeded lately in getting enough money to finish the road; but when it is added to its capitalization will not be much if any more than that of the New York Central, and the men who lent the money have taken a big risk any way one point of view. The ground of their confidence in the road was that the geographical position of the road would compel a division of business with the Vanderbilt roads. We may put it down as a fact that speculative financiers will never be able to get out of the habit of attempting to duplicate old lines with roads to be built at half their capitalization. Experience has demonstrated that it cannot be done.

MEETING OF THE SCHOOL BOARD.

Amounts Estimated as Required for New Buildings in the Various Districts.

The school board held another special meeting Saturday afternoon to consider the report of the board of estimates in regard to the amounts needed for new school buildings. After a general discussion, the following majority report of the committee was unanimously adopted.

Resolved 1. That in the opinion of this board the necessities of the public schools require the erection, during the next fiscal year, of school buildings, as follows: One eight-room building in the second school district, \$20,000; one eight-room building in the third school district, \$20,000; one eight-room building in the fourth school district, \$20,000; one eight-room building in the fifth school district, \$20,000; one eight-room building in the sixth school district, \$20,000; one eight-room building in the seventh school district, \$20,000; one eight-room building in the eighth school district, \$20,000; one eight-room building in the ninth school district, \$20,000; one eight-room building in the tenth school district, \$20,000; one eight-room building in the eleventh school district, \$20,000; one eight-room building in the twelfth school district, \$20,000; one eight-room building in the thirteenth school district, \$20,000; one eight-room building in the fourteenth school district, \$20,000; one eight-room building in the fifteenth school district, \$20,000; one eight-room building in the sixteenth school district, \$20,000; one eight-room building in the seventeenth school district, \$20,000; one eight-room building in the eighteenth school district, \$20,000; one eight-room building in the nineteenth school district, \$20,000; one eight-room building in the twentieth school district, \$20,000; one eight-room building in the twenty-first school district, \$20,000; one eight-room building in the twenty-second school district, \$20,000; one eight-room building in the twenty-third school district, \$20,000; one eight-room building in the twenty-fourth school district, \$20,000; one eight-room building in the twenty-fifth school district, \$20,000; one eight-room building in the twenty-sixth school district, \$20,000; one eight-room building in the twenty-seventh school district, \$20,000; one eight-room building in the twenty-eighth school district, \$20,000; one eight-room building in the twenty-ninth school district, \$20,000; one eight-room building in the thirtieth school district, \$20,000; one eight-room building in the thirty-first school district, \$20,000; one eight-room building in the thirty-second school district, \$20,000; one eight-room building in the thirty-third school district, \$20,000; one eight-room building in the thirty-fourth school district, \$20,000; one eight-room building in the thirty-fifth school district, \$20,000; one eight-room building in the thirty-sixth school district, \$20,000; one eight-room building in the thirty-seventh school district, \$20,000; one eight-room building in the thirty-eighth school district, \$20,000; one eight-room building in the thirty-ninth school district, \$20,000; one eight-room building in the fortieth school district, \$20,000; one eight-room building in the forty-first school district, \$20,000; one eight-room building in the forty-second school district, \$20,000; one eight-room building in the forty-third school district, \$20,000; one eight-room building in the forty-fourth school district, \$20,000; one eight-room building in the forty-fifth school district, \$20,000; one eight-room building in the forty-sixth school district, \$20,000; one eight-room building in the forty-seventh school district, \$20,000; one eight-room building in the forty-eighth school district, \$20,000; one eight-room building in the forty-ninth school district, \$20,000; one eight-room building in the fiftieth school district, \$20,000; one eight-room building in the fifty-first school district, \$20,000; one eight-room building in the fifty-second school district, \$20,000; one eight-room building in the fifty-third school district, \$20,000; one eight-room building in the fifty-fourth school district, \$20,000; one eight-room building in the fifty-fifth school district, \$20,000; one eight-room building in the fifty-sixth school district, \$20,000; one eight-room building in the fifty-seventh school district, \$20,000; one eight-room building in the fifty-eighth school district, \$20,000; one eight-room building in the fifty-ninth school district, \$20,000; one eight-room building in the sixtieth school district, \$20,000; one eight-room building in the sixty-first school district, \$20,000; one eight-room building in the sixty-second school district, \$20,000; one eight-room building in the sixty-third school district, \$20,000; one eight-room building in the sixty-fourth school district, \$20,000; one eight-room building in the sixty-fifth school district, \$20,000; one eight-room building in the sixty-sixth school district, \$20,000; one eight-room building in the sixty-seventh school district, \$20,000; one eight-room building in the sixty-eighth school district, \$20,000; one eight-room building in the sixty-ninth school district, \$20,000; one eight-room building in the seventieth school district, \$20,000; one eight-room building in the seventy-first school district, \$20,000; one eight-room building in the seventy-second school district, \$20,000; one eight-room building in the seventy-third school district, \$20,000; one eight-room building in the seventy-fourth school district, \$20,000; one eight-room building in the seventy-fifth school district, \$20,000; one eight-room building in the seventy-sixth school district, \$20,000; one eight-room building in the seventy-seventh school district, \$20,000; one eight-room building in the seventy-eighth school district, \$20,000; one eight-room building in the seventy-ninth school district, \$20,000; one eight-room building in the eightieth school district, \$20,000; one eight-room building in the eighty-first school district, \$20,000; one eight-room building in the eighty-second school district, \$20,000; one eight-room building in the eighty-third school district, \$20,000; one eight-room building in the eighty-fourth school district, \$20,000; one eight-room building in the eighty-fifth school district, \$20,000; one eight-room building in the eighty-sixth school district, \$20,000; one eight-room building in the eighty-seventh school district, \$20,000; one eight-room building in the eighty-eighth school district, \$20,000; one eight-room building in the eighty-ninth school district, \$20,000; one eight-room building in the ninetieth school district, \$20,000; one eight-room building in the ninety-first school district, \$20,000; one eight-room building in the ninety-second school district, \$20,000; one eight-room building in the ninety-third school district, \$20,000; one eight-room building in the ninety-fourth school district, \$20,000; one eight-room building in the ninety-fifth school district, \$20,000; one eight-room building in the ninety-sixth school district, \$20,000; one eight-room building in the ninety-seventh school district, \$20,000; one eight-room building in the ninety-eighth school district, \$20,000; one eight-room building in the ninety-ninth school district, \$20,000; one eight-room building in the one hundredth school district, \$20,000; one eight-room building in the one hundred and first school district, \$20,000; one eight-room building in the one hundred and second school district, \$20,000; one eight-room building in the one hundred and third school district, \$20,000; one eight-room building in the one hundred and fourth school district, \$20,000; one eight-room building in the one hundred and fifth school district, \$20,000; one eight-room building in the one hundred and sixth school district, \$20,000; one eight-room building in the one hundred and seventh school district, \$20,000; one eight-room building in the one hundred and eighth school district, \$20,000; one eight-room building in the one hundred and ninth school district, \$20,000; one eight-room building in the one hundred and tenth school district, \$20,000; one eight-room building in the one hundred and eleventh school district, \$20,000; one eight-room building in the one hundred and twelfth school